

## ALTERNATIVE B

The map on page 43 depicts the design focus of Alternative B. With the highway analogous to a Boulevard, the emphasis on the destinations along the corridor is increased. The acknowledgment of these destination points provides us clues for nodal connections.

The urban destinations are defined as the high-rise office buildings, the large corporate campuses, the schools, hospitals, and shopping malls along the corridor. Each will have its own time frame for traffic demand. For example, office buildings will have a heavy load of traffic during typical rush hour times, while the malls will have heavier loads of traffic on weekends and after working hours.

The open destinations refer to the parks, golf courses, and cemeteries along the corridor. The traffic loads for these destinations will vary - for example, attendance at soccer games will have an intense effect on traffic for a shorter duration than ongoing traffic to the golf course.

Therefore, servicing the numerous destinations along the corridor calls for more nodal points that enable the opposite sides of the highway to remain connected. The following points become these important links across the highway:

**Luna Road** In addition to being the westernmost node of the project, it provides access to IBM and the L.B. Houston golf course.

**Josey Lane** Besides being the widening point of the highway traveling eastward, it provides access to the Dallas Christian College.

**Webb Chapel** Brookhaven Country Club and Golf Course could be reached from Marsh Lane, but by providing access at Webbs Chapel, traffic to the golf course can be easily separated from the traffic to Brookhaven College.

**Marsh Lane** Consistent with the concept of providing smaller and more numerous nodal points, providing access to Brookhaven College at Marsh Lane can help reduce traffic loads on Midway Road.

**Midway Road** Similarly, keeping access at Midway Road to connect Addison to Dallas is beneficial to both sides of the highway.

**Montfort Drive** Currently, Montfort Drive acts as a crucial

link to the Galleria shopping mall and office tower complex. It should continue to do so to alleviate the traffic on Preston Road.

**Preston Road** By continuing to serve Valley View Mall and the various commercial entities on both sides of the highway, Preston Road will bear increasingly heavy traffic.

**Hillcrest Road** Hillcrest Road will provide a link between the Northwood Club and golf course, Valley View Park, Anderson Bonner Park and the northern end of the White Rock Trail.

**Coit Road** Coit Road serves western Richardson and provides a connection with the high-rise office buildings nearest the corridor.

**T. I. Boulevard** Along with the T. I. Bridge, connection across the highway for T. I. is an important part of their campus plan.

**Greenville Avenue** Connecting across the highway provides easy access to Restland Memorial Park.

**Abrams Road** The connection here keeps Richland College close to the Dallas community across the highway.

**Skillman Street/Audelia Road** As Audelia Road becomes refined as a north/south route through the Lake Highlands area, the traffic load at this node will increase.

**Miller Road** The continuation of Royal Lane to Miller Road will help this connection to Forest Meadows Park.

**Plano Road** Plano Road serves eastern Richardson and connects to B. B. Owen Park.

**Jupiter Road** Jupiter Road serves western Garland and connects to Samuell Garland Park.

**Northwest Highway** As an important east/west route, Northwest Highway connects Garland to Samuel Garland Park.

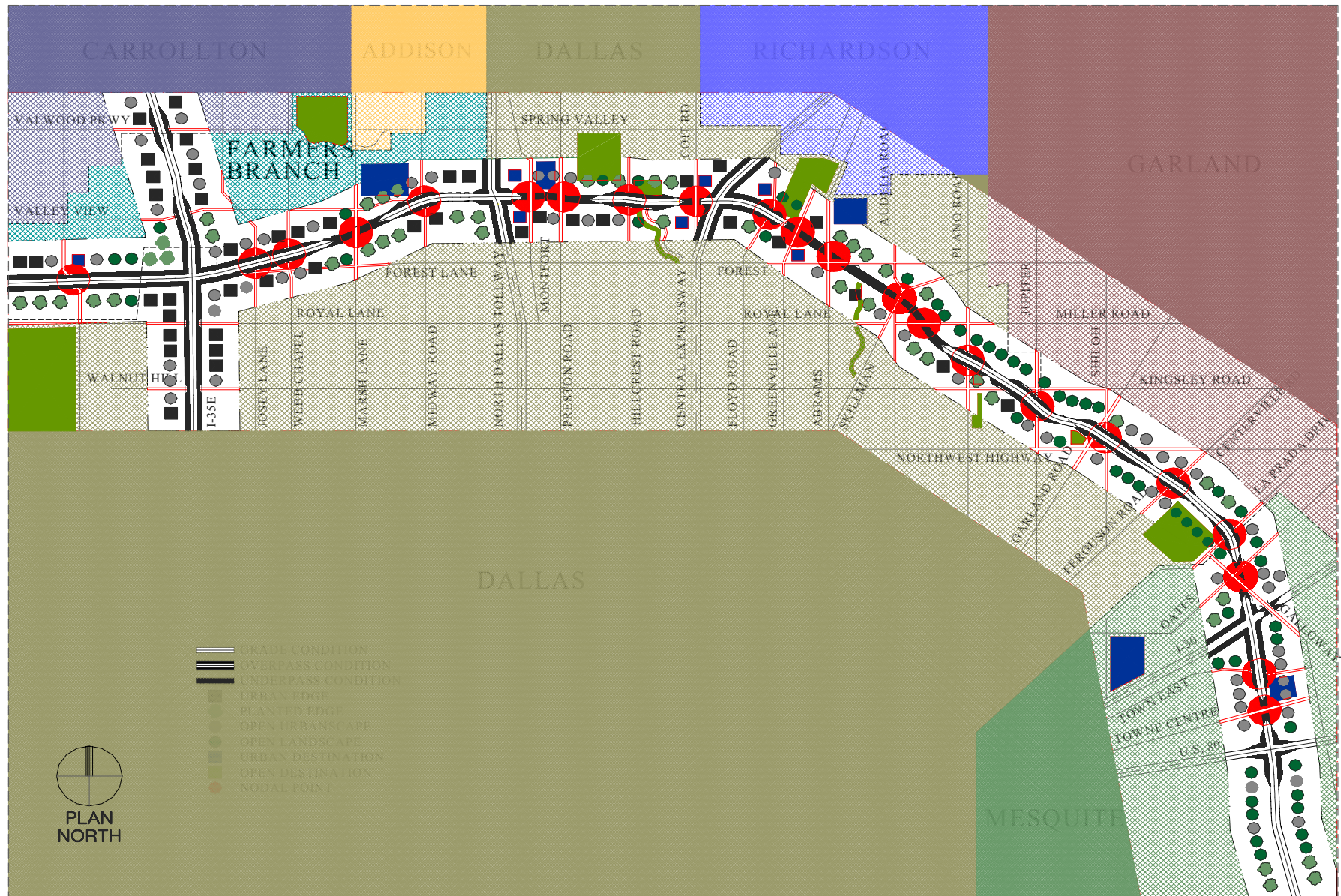
**Ferguson Road/Centerville Road** This intersection helps commercial districts on both sides of the highway.

**La Prada Drive** This connects the Dallas Athletic Club Country Club with smaller neighborhood parks on the east side of the highway.

**Oates Drive** Oates Drive provides access to Eastfield College from the eastern parts of Mesquite and Garland.

**Town East** Town East provides an important link between Town East Mall and the restaurants across the highway.

**Towne Centre** The southeast edge of the LBJ Corridor project provides crucial access across the highway as it is bordered by I-30 and U. S. 80.



DESIGN FOCUS-ALTERNATIVE B

## ALTERNATIVE B

### Design Focus

In this scheme, the concept is of traveling along a typical boulevard in the city. The edge of the road is enlivened with retaining walls that emphasize the boundary of the highway. The buildings and urban features beyond the wall become a part of the wall's pattern. The introduction of streetscape elements complements the existing conditions. Landscaping also provides visual interest coherent with the overall concept.

### Built Elements: Retaining Walls

The retaining walls (See A, Page 45) add visual interest to the driving experience. When viewed from the cross streets above, the highway is distinctive, easily identified with the wall alongside the frontage road that slopes down to merge once again with the earth. The rhythm of the retaining walls is flexible, allowing them to be empathetic with their surroundings, while providing order within the pilasters that define the framework of the retaining wall.

### Built Elements: Noise Abatement Walls

In this scheme, the design of the noise abatement wall can contrast with that of the retaining wall without upsetting the balance of the design. The scale of the noise abatement wall can be altered as desired through the use of landscaping. Planter boxes and streetscape elements can create an additional layer of texture.

### Built Elements: Bridges and Overpasses

The columns supporting the bridges (See B, Page 45 ) contrast in level of detail with the retaining walls, maintaining clean, uninterrupted lines to help keep the emphasis on the edge of the highway. The composition is capped with a continuous railing (See C, Page 45) that becomes the edge of the bridge over the highway.

### Built Elements: Special Conditions

Special conditions including tunnels, portals, cantilevers, and cut-and-cover box sections are handled in a fashion similar to Alternative A. The walls inside a tunnel are similar to the underside of bridges; those under cantilevers and cut-and -cover box sections reflect the pattern of the retaining walls.

### Lighting / Graphics

The continuous rail at the top of the wall provides infinite flexibility in the placement of signage and lighting, allowing lights to be placed anywhere along the walls at the edge of the highway. However, signage and lighting must still be coordinated to avoid visual clutter.

### Streetscape Elements: Hardscape

Bollards and planters are specifically designed to be appropriate to the liveliness of the retaining wall. At overpasses, where the wall is near, and the pattern clearly discernible, the design corresponds to the scale of the wall. At bridges, where the pattern of the wall is viewed at a distance, the design of the streetscape elements can vary.

### Streetscape Elements: Landscape

The retaining wall of the frontage road is planted with vines that cling to the wall. The organic pattern of nature could easily overlap with the complex pattern of the wall, creating a timeless element that is clearly both man-made and natural. Enhancing the highway with median planting and with planters on selected bridges makes for a unified design.